## BUSINESS OF THE RAILWAYS

Slight Increase in the Number of Freight Cars Handled by Indianapolis Lines.

Heavier Traffic Expected from Now On-Light West-Bound Movement-An Old Project Revived-Notes of General Interest.

The train records show that there were received and forwarded at Indianapolis, last week, 141 more loaded cars than in the preceding week, and that 1,024 more empty cars were handled than in the week ending June 27. This increase in loaded car movement may seem hardly worth noticing, but for weeks previous each week had shown more or less dectine, as compared with its preceding week. Now that the tide has turned, a steadily increasing movement of loaded cars may be looked for until the movement is converted from a minimum to a maximum volume. In this connection it should be said that the improvement in traffic the past week was wholly on through business. New wheat has not begun to move briskly, yet a few hundred cars loaded with wheat were billed to Baltimore and Philadelphia. From new on, for several months, a large increase in export business is looked for, not only in grain but in flour and live stock. Shipments East of stave timber, heading and hardwood lumber will now naturally increase. In west-bound through business the tonnage was the lightest in any week for months, the bottom seemingly having dropped out, and for several weeks the west-bound shipments bid fair to be light. This is not unusual, as the dry-goods and boot-and-shoe-houses now have their dull time, which usually lasts till the middle of August, when they begin to receive their fall stocks. There is no room for complaint of west-bound business, thus far in 1891 it exceeding any former first six months of a year. North-andsouth roads are still doing a good business, averaging well with former years, and the best of it all is that there has been no charge that any road in the Chicago and Ohio River Association, which is made up largely of north-and-south lines, has been shading rates to get business. Local traffic last week was slightly below the average, probably due to the near approach of July 4; still, at the city freight depots there is a good deal of working overtime nights and Sundays. While a little de-crease in business is noticeable at the city freight depets the switching charges show that more is doing on private switches than usual, showing that the lumber, stone and manufactured goods from Indianapolis manusacturing establishments to South-western and Pacific-coast points continue to be heavy for summer months. Below is given the number of loaded cars received and forwarded at Indianapolis in the week ending with July 4, as compared with the corresponding weeks of the preceding three

Name of Road.	1891	1890	oaded cars, 1889	1888
L., N. A. & C., Air-line	370	100000000000000000000000000000000000000	260	276
I., D. & W	288		264	
C., H. & D. (Ind'p'l's div.)	911	1,023		
L. E. & W	494			406
(I. & V	612			458
Penn'a lines J., M. & I.	1,055	1,112		665
Chie godiv	666		372	
(Col'b's div	1,448		1,308	
Peoria & SEast div	973	12,000	334	356
Eastern Westdiv	1,028		489	The second second
Chicago div	1,837		1,308	
Big Four   Ci'c'n'atidiv	2,480		1,513	1,671
lines   St. Louis div	1.502		1,702	
Cl'v'I'nd div	1,564	1,795	1,705	
Vandalia	1,513	1,715	1,639	1,401
Totals	16,841	15,967	13,780	12,513

1 51 51 51 5

An Old Project Revived.

Despite denials in the early part of last week, it seems that a new and wide-awake syndicate has taken hold of the old Toledo & Western enterprise, of which G. G. Hadley was the originator, and who dropped the scheme for lack of backers. The Toledo Bee says all of the franchises which the Toledo parties control are turned over to one of the greatest railway syndicates in America. Donald McLean, of New York, is the head and front of this enterprise, and will, with his friends, assume full control. The railway will be constructed at once, and it will be absolutely independent of the Lake Shore system. Mr. McLean will at once proceed with the work of construction. The new railway will be known as the Toledo & Chicago Bee-line. It will run through the towns which promised aid last summer. It will be a great railway and one of the best lines running from Toledo. The projectors of the railway have been busily at work on this enterprise the past year, and while some other persons seemed to lose faith, the projectors knew the enterprise would be all right in due time. That time is now, and the fondest hopes of all the people who want this new rallroad will soon be realized. This afternoon Mr. McLean leased the entire third floor of the new Bee Building for general offices of the railway, and will occupy them as soon as the building is completed. Next week Mr. McLean and his associates, together with the Toledo parties, will go over the whole line on a tour of inspection preparatory to commencing active operations.

Personal, Local and General Notes. Wm. R. McKeen, president of the T. H. & I., who has been quite ill for several days, was much better yesterday.

F. M. Wilkinson, general freight agent of the Cincinnati & Muskingum Valley road. spent Sunday with friends in this city.

L. G. Cannon, general agent of V. T. Ma-lott when he was receiver of the Chicago & Atlantic road, spent Sunday in the city. The Baltimore & Ohio is relaying its track on the Philadelphia division with a rail weighing eighty-five pounds to the yard.

The Wabash management has decided to make a determined fight, holding that it has a right to pay commissions to secure

J. E. Hull, traveling passenger agent of the Memphis & Little Rock road, has resigned and returns to the Lake Shore, on which he was employed a number of years. A train of seventeen car-loads of cattle was hauled from Kansas City to Buffalo. N. Y., last week, in forty-seven hours, be-

ing the fastest time on record with stock delivery from Kansas City to Buffalo. The Lake Erie & Western is coming into the field quite actively as a competitor for the live-stock traffic east from here. On Friday night two trains, forty-five cars of stock, were sent out of here over that road

James McCrea, as first vice-president of the Pennsylvania Company, is bringing about many reforms, which, combined, are working important changes on the lines

west of Pittsburg, and greatly improving the train service. V. T. Malott, chairman of the presidents of the roads composing the Chicago & West-

ern Indiana, has called a special meeting for Thursday next of the pressidents in New York city. Mr. Malott will leave for New York this evening. W. S. Newhall, recently appointed en-

gineer of maintenance of way of the Erie & Ashtabula road, with headquarters at Newcastle, Pa., on Saturday was in Logansport for the purpose of removing his family from that city to Newcastle.

ther reverse the tracks of the Indiana Midland will reach Brazil, Clay county, by Aug. 15, in season to aid in hauling the coal product of the mines it reaches to the

Northeast this fall and winter. J. P. Freeman has resigned, on account of ill health, the chairmanship of the board of directors of the Missouri, Kansas & Texas road, and H. C. Rouse, formerly of Cleveland, succeeded him. William Dowd has been elected first vice-president of the com-

It is stated that the trains of the Cincinnati, Hamilton & Dayton on Saturday last handled more passengers than on any holiday in the history of the oldest train employes on the road. Train 83, which left Indianapolis at 8:45 A. M., handled between Indianapolis and Cincinnati 1,055 passen-

gers, Conductor Haves's report shows, and this was a fair average of the trains on the different divisions.

Commencing with Sunday next the Indianapolis & Vincenues, in connection with the Monon, will run a special train on Sunday night from French Lick Springs to Indianapolis to accommodate those who go to the springs Saturday afternoon and wish to return Sunday night.

The conductors on the Mackey lines are pursuing a sensible course toward the ticket collectors which have been placed on their trains. Most of them are inexperienced men, and the conductors are giving them all information and assistance they may need in the matter of collecting the tickets.

The Pennsylvania and the Lehigh Valley roads are constructing extensions designed to relieve their overtaxed terminals at Jersey City. The Waverly & Pasaic will extend from Waverly over the Passaic at Newark to the Pennsylvania main line, and for a considerable mileage it will be a four-tracked road.

E. N. Talbott and W. A. Osmer, officers and the leading spirits in the projected Indiamapolis & Logansport road, on Saturday returned from a trip over part of the line, coming as far south as Forrest, Carroll county. They found everybody along the line interested in its construction and impatient that work be begun.

Some of the passenger conductors on the Louisville division of the Pennsylvania lines thought they had grievances and reported them to Harry Miller, superintendent. To satisfy himself that the complaints were just he made a few trips over the road, and finding the complaints well based he made the requested changes.

If a great system like the Chicago, Burlington & Quincy can for June, 1891, come within \$13,000 of earning as much as in June, 1890, the prospect is that with the extraordinary crops of this year remarkable gains will be shown. The same remark will apply to most of the Western and Northwestern systems of roads.

The Cincinnati, Wabash & Michigan management is still at work improving the road-bed on the southern part of the road, near North Vernon. Between Greensburg and North Vernon, when they took control, the road amounted to but little except right of way and grading. To run a train been risky.

Exception is taken to the sketch of the railroad career of George Stevens, published in the Journal of Saturday last, it being claimed that Mr. Stevens was on the Indianapolis, Peru & Chicago road for some years. This is a mistake. The only time which Mr. Stevens had anything to do with the I., P. & C. was when it was operated by the Wabash and came under his supervision as one of his divisions.

The members of the new advisory board of the Pennsylvania relief fund, whose term of service began July 1, held their first meeting in Cleveland on Friday. It has been suggested were this advisory board or part of it to hold office for two years it might be better for the association. as in one year the board hardly becomes informed as to the needs of the organization so as to further perfect its operations.

A railroad man of over twenty years' experience and well posted as to the opera-tions of the N. Y., P. & O. division of the Erie system, attributes the numerous accidents on this division to the jealousies of the officials of the transportation depart-ment, and says that until there is a general weeding out of the quarrelsome element accidents will continue to occur on the N. Y., P. & O. Another trouble is there is too much red-tape in the giving of orders.

P. J. Tapp has been appointed agent of the Cumberland Gap line at Kansas City, with N. H. Chamberlain as his assistant. This new fast-freight line sends business over the Louisville, Evansville & St. Louis, the Louisville & Nashville, and the Norfolk & Western, going via Norton and Cumberland Gap, making a route from St. Louis to the seaboard one hundred miles shorter than that of the East Tennessee, Virginia than that of the East Tennessee, Virginia & Georgia, which has heretofore been known as the air-line to the Southeastern

W. F. Mitchell, president of the Iowa Traveling Men's Association, has received a letter from Chairman Finley, of the Western Passenger Association, in which it is stated that the question of issuing interchangeable five and two-thousand-mile tickets over lines of the roads in the association will be considered at a meeting on July 7. The Iowa Traveling Men's Association, which represents 3,500 membership, has been in correspondence with passenger agents of various roads, and it is believed the majority will favor the tickets de-

Impurity in River Water. To the Editor of the Indianapolis Journal:

Your recent publication of chemical analyses of the water of White river has called attention to the water furnished by the water-works company. A few days ago I had occasion to be at Noblesville, and made a little investigation on my own account. I thought the result might be interesting. I am informed that the strawboard-works located there use from forty to fifty tons of straw each day, and turn out twenty to forty tons of board. The manager was kind enough to show me the process from the beginning to the end, and I am satisfied he stated the truth when he said that nothing is used in the manufacture of straw-board, except straw, water and lime. Lime is used to reduce the straw to a pulp, and requires from one hundred to two hundred bushels each day. Acids are not used, except to clean the machinery. There are eight hundred or one thousand square feet of fine brass

or copper-wire screen. This must be kept clean with muriatic acid. The acid is used, as I was shown, from a bucket with a mop like a floor-mop. When the pulp is ready to go on the rollers to be converted into board it is pure and clean. Everything has been worked out of it. It is then pure straw pulp. But where eighty tons of straw and two hundred bushels of lime went into the retorts, only forty tons of clean straw-board come off the rollers. What has become of half of the weight of the straw, two hundred bushels of lime. the acids used in cleaning and all other refuse and washings from the establishment? All gone into the river, not in as solid or half-solid material, but all thoroughly mixed with water. Large quantities of water are pumped from the river above the works and returned to it below loaded with this immense amount of refuse, each day. There is another of the mills Anderson of about the same capacity. A wire-nail-works is located there that uses very much more

acid than is used in the straw-board-works. All this mass of refuse, rotten straw, lime, acids, etc., finds its way into the river, to say nothing of a thousand other sources of pollution. I am at a loss to know why any board of

health would take the trouble or incur the expense to analyze the water of White river. If the washings from a hog-pen are daily observed to run into a well it will not require two or three expensive analyses to convince anybody (except possibly the members of our boards of health) that the water from it is untit for use, and that one of two things ought to be done: either the filth ought to be kept out of the well, or the well as a water supply ought to be abandoned. I remember that about ten years ago the water company pretended to abandon the river as a supply, and when they dug their present gallery we were assured that no water was in any allowed to enter it from the river. They went so far as to demonstrate that it was impossible for water from the river to even filter through into the gallery for the reason, as they said, the water in the gallery was higher than the water in the river. There is no question that now the river water enters directly, the north end of the gallery, and that the water cannot be pure. It seems to me that the city of Indianapolis Unless the Crawford syndicate has an- is confronted by a very serious question-a question that must be answered, if it is possible to answer it, in the not very distant future. The river is not now, and I do not believe it can ever be made, a fit source from

which to supply the city with water. Where are we to look for our water supply? FLAVIUS J. VAN VORHIS. INDIANAPOLIS, July 5.

Dangers of Suspense.

Atlanta Constitution. B. Funny (contemplatively)-Suspense is an awful thing. Fitzgoober (solemnly)-It is; I saw a man die from it once.

B. F. (excitedly)-You did! What was the matter? Fitzgoober (reflectively)-The sheriff had him at the end of a rope

CONDITION OF THE CROPS.

The Wheat Yield Will Be Very Large-Corn Is Fine, and Fruit and Berries Abundant.

The crop bulletin of the Indiana weather service for the week ending Saturday shows that the conditions were very favorable to harvesting and growing crops. But little rain fell, except in few counties, where passing thunder-storms on the 2d caused an excess in precipitation, especially in Grant county. The temperature was about normal, with average sunstine everywhere. In the southern and central portions wheat has been harvested with an excellent and abundant yield; in the northern portion some fields yet await the reaper. Hay is secured in most localities; rye and oats have matured, and cutting will commence next week. Berries were gathered in great abundance, and tree fruit promises

a great yield, except apples.
In Greene county threshing has commenced, and the yield will be very good. Harvesting in Switzerland has been completed, and this week the cutting of rye and pleted, and this week the cutting of rye and oats will begin. Corn in Perry needs rain, as it does in Marion. Oats in the first-named county are short, but the peach crop will be very large. In Gibson the threshing of wheat shows that the yield will be as large as was expected. In Rush most of the wheat has been harvested and the clover crop is immense. In Randolph the corn is fine. The wheat yield in Carroll will be twenty-five bushels to the acre, and the yield in Grant will be very large. In Steu-ben harvesting began during the past week, with promise of a large yield. There was no rain in Whitley for two week un-til the 2d inst., when it fell in large quantity. The wheat harvest is slow there, but corn is doing well, though the ears are quite small. The rain-fall during the week was: Greene county, 1.19; Switzerland, .35; Crawford, .50; Gibson, .75; Marion, .32; Rush, .32; Randolph, 2.87; Carroll, 1.18; Grant, 1.22; Steuben, .70; Whitley, 1.28; Cass, .36.

PENSIONS FOR VETERANS.

over it twenty miles an hour would have | Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the following-

named Indianiana: Original—Reuben Pritchard, Hiram B. Crute, Frank McCloskey, David A. Sampson, Nicholas Tesen, Jonas Crawford, John M. Wilson, Simon S. Huffer, Christian R. Fogle, Wm. Kirkham, Ja-cob V. Wilhelm, Wm. Zegenfus, Chas. S. Ed-wards, Cyrus Hughes, John H. Broderick, Jas. Chambers, John Cowen, Paul Gardner, Samuel W. Waldo, Davis T. King, Elias Pea, Mahlon J. Bowlby, Jacob H. Chupp, David Rankin, Green Stormes, Henry H. Thomas, Hugh Dougherty, Wm. Weidner, Barnabas Sanders. Anthony Reit-enour, Isaac H. Thornburg, Daniel France, John McGuire, Linza R. Kelly, John S. Morris, Cornelius McGlinchy, Frederick Sturken. Edwin M. Bykitt, Francis M. Ravencraft, Chesterfield Griffith, Gottfried Souther, Oris B. Richeson, Adam R. Zimmerle, Wm. R. Heflin, Jacob Probst, John S. Joseph, Wm. R. Barton.

Additional—John W. Kise.

Restoration and Increase-Ezekiel Clough, Pe-Increase-Felix Gartin, Aaron Moon, Reason Reed, Aaron Shoemaker. Reissue-William A. Burke, Alonzo Congill (deceased), Levi Saulmon, Thos. H. C. Beall,

Reissue and Increase-Isaac N. Belew. Original Widows, etc.-Ruth A. Vestal (mother), Mahala Dillon (mother), Louisa J. Beans, Samuel J. Woody (father), Mary E. McPherson, Jannette Burke, Mary A. Cowgill, Angeline E. Porter, Henry W. Wilkins (father), Percilla Bostwick, Rebecca A. McCrary, Emaline Williams, Nancy Muirheid (mother).

TO RESIDENTS OF ILLINOIS. Original-Michael Senger, Martin S. Comer, George F. Shepard, William Thomas Smitson, George H. Shepard, William Thomas Smitson, Alex. Tweedy, Van Brachear, Peter Loockinbill, Don Farrington, James Pettit, Michael Hilt, John W. Davis, John Rattleberger, Walter F. McKee, Joseph B. Hull, Nathaniel Shoemaker, Walter Tolley, Jasper Forsythe, Sylvester J. Eckenrode, Jeremiah Lair, Theodore C. Hubbard, Amos H. Northen, Charles E. Hamilton, Edmund H. Ketchum, John A. Parker, William H. Stark, George Stoll, John S. Moore, Henry M. Sill, Henry Taylor, John H. Judy, John M. Rees, Patrick Henry, William H. Armetrout, Horace M. Van Meter, James Earles, Lyman N. Howe, David Rogers, John Mitchell, Martin W. Clark, Walton Kay, Thomas Summers, Francis M. Smith, Marcus Risler, John G. Patterson, James Painter, Joseph Fleming, Amaziah Bumgarner, James R. Bedford, Anthon Getsch, John W. Gossett, Jos. B. Feliows, Justin D. Babcock, John M. Thomas, James Blanchfill, George Rhodes, William Lowe, Julius Updegraff, Washington M. Sydensticker, Geo. W. Darnell, Iddo ington M. Sydensticker, Geo. W. Darnell, Iddo 8. Hays, Albert G. Dorsey, Francis M. Miller, Wm. O. Harris, Orlando K. Lane, Alfred Quails, Henry Michel, John O. Henderson, Baptist Regnier, Ira B. Fusselman, Adam Frison, Thomas W. Cnamness, Henry Nicodemus, William M. Bishon (special act) William M. Bishop (special act).
Additional—Lewis Bode, Henry Thoene, John

Increase-Adam Mitchell. Reissue-Thomas N. Holloway. Reissue and Increase-David B. Elliott. Original Widows-Mary C. Smith, Jane M. Greenhood, Jane Burns, Emeline Buckner, Catherine Krebs, Olivia Groves, Louisa McLain, Abigail Blades, Maria Huck, Adelia A. Davidson, Jennie Du Bois, Rebecca F. Staten, Mary Beas-ley, Phillippine Heufling, Emilie Firese, Eliza-

beth Thompson.

TATTOOED THE PRINCE. Mermaids and Dolphins All Over Wales's Son and Gladstone's Nephew.

New York Home Journal. I have made the acquaintance of such a quaint, clever old retired sea captain, with great black eyes and snow-white hair and mustache. He had been the world over several times, and there seems to be nothing nor nobody which and whom he has not seen or known.

Just now we are so intimate-newspaper intimate-with the Prince of Wales and his doings, perhaps an anecdote which the captain told me of George, the Prince's second son, may be amusing.

The captain some years ago was in San Francisco with his ship. It was chartered by a big manufacturing company to go to New South Wales, where the captain was to buy two thousand tons of a certain celebrated bituminous coal, for which the company contracted to pay \$8 a ton, delivered in San Francisco.

He arrived safely and put up at the finest hotel in Sidney. At this hotel were staying the Duke of Edinburgh, with his neuhew, a son of the Prince of Wales, and young Gladstone, a nephew of the great statesman. They were then taking a trip around the world-the boys in the care of the Duke of Edinburgh, who commanded

My sea captain made their acquaintance and dined with them the first day of his arrival. He told the boys some of his jolliest stories, and they took to each other immensely, but, strange to tell, he did not catch a vestige of them for the next two

One day they appeared again suddenly, seized the captain by the hand and insisted upon his going immediately to join them in a glass of champagne in honor of the meet-

"Where on earth have you been hiding?" asked the captain. "In bed," answered the prince, with a sound, half groan, half chuckie, and its all the fault of that long-legged beast, Tom

Then young Gladetone put in a naughty word and rapped out: "Yes, the beggar declared that we would heal up in one day. I'd like to thrash him. but his back is a vard across, and I could not knock him down, you know, if I tried." "What the dickens did he do to you?"

"Why, see here," said the Prince, and the Captain, putting on his spectacles, discovered that the Prince's under lip had been tattooed with the royal "broad arrow." while young Gladstone's lip was similarly decorated with an anchor, two lovely "fast dve" embellishments, which would last all

Choking with suppressed laughter the Captain said: "The old salt has done his work well, but this need not have kept you in bed two weeks. "Oh, bless you, no," said the Prince, "but

you know he coaxed us into having dolpins, and mermaids, and mottoes, pretty much all over us, and oh! its abominable. you know, for we were soon laid out as stiff as ramreds, and howling with pain. It don't matter, now it's all over," added the prince rather ruefully, "but by George! I'll never be caught in such a trumpery scrape "Nor I," chimed in young Gladstone, with

an emphatic bang of his list on the table, "but the worst of it is, you know that we shall be dancing and flirting at balls, and praying in church with all these ridiculous mermaids and idiotic what-a-callems prancing round with us, all along the line. George has made a royal jackass of himself, and I am-"

"A radical jackass," laughed the captain. "And the signs of it will last forever. You will have to dance, and pray, and offer yourselves to your sweethearts, mermaids and all, for better, for worse. Then he made a sclemn grimace at them, and they all burst out laughing-and the boys invited him to

were steaming over the world, and while there the captain put the youngest up to playing some high jinks upon the old sailor who had persuaded them to be tattooed, by way of an awful retribution. A day or two after the great ship steamed away, and the captain, having loaded the ship with the coat he was to get, set sail for California.

He told me, with an irresistible wink, that he bought the coal for \$2 a ton. Two dollars more covered every expense to the door of the great manufactory, so the re-sult was a suug little fortune for the cap-

Some years after he was in Yokohama, and left it at night by getting on board a ship bound for California. In the morning he rose early to watch the fast receding shores of Japan. A tall, handsome young man came out of his stateroom at the same moment in his dressing-robe. "Hallo!" he cried, "why, if here ain't my dear old captain. How are you! So glad to meet you

The puzzled captain looked at the young man in a vain hope to recognize him, when the other, lifting a splendid moustache, disclosed a tattooed anchor on his lip. "Oh, now I know you. You are Gladstone. What a big, good-looking feilow you are, to

be sure?" "All you see of me," laughed the other, 'My friends, the mermaids and mottoes, still cling closer than a brother, and under my clothes I'm a show for your circus friend, Barnum. But come with me and drink a good-bye champagne cup to Ja-

And then they went over the South Wales adventure, and had a most enjoyable, jolly chat together.

BYRON M. CUTCHEON.

Recently Appointed Member of the Board of

Oranance and Fortification. General Cutcheon, who was last week appointed by the President a member of the Board of Ordnance and Fortification, represented the Ninth district of Michigan in the last Congress. He was born in Pembroke, N. H., in 1836; removed to Michigan in 1855, graduated from Michigan University in 1861, and entered the army, rising successively from the rank of captain to



that of colonel of the Twenty-seventh Michigan Regiment. He was twice wounded at Spottsylvania Court-house; was assigned to the command of the Second Brigade, First Division, Army of the Potomac, in 1864, and was mustered out in 1865. He then studied law, graduating from the Michigan University Law School in 1866, and was admitted to the practice of his profession at Ann Arbor, Mich.; commenced the practice of law at Manistee in 1867. where he has since resided. He was a member of the Board of Control of Rail-roads of Michigan from 1866 to 1883; presidential elector, 1868; was postmaster at Manistee City, 1877-83, and was elected to the Forty-eighth, Forty-ninth and Fiftieth Congresses as a Republican. Gen. Cutcheon was defeated for re-election last fall, by Harrison H. Wheeler, Democrat.

DRAGGED FROM HIS HORSE, The Daring Capture of a French General by a British Officer at Waterloo.

Newcastle Chronicle. The only prisoner made by the English reserve at Waterloo was a French general whose capture was due to the cool head and stout heart of a young brigade major, anxious for an adventure. During the battle several regiments of cavalry and infantry were kept in reserve under a heavy fire from French guns. Great was the havoc, and neither men nor horses relished the passive attitude to which

they were condemned. While a group of young officers in front of the left wing of the reserve were discussing the situation, their attention was attracted to a French general and his staff, all on horseback, who were looking through their glasses at the Englishmen. One of the group was Captain Halkett, a young brigade major, mounted on a thoroughbred. Suddenly he exclaimed: "I'll lay any one £5 that I will bring that French general over here, dead or alive. Who'll take the 'Done, done, done!" shouted several

officers. The Captain examined the saddle girths and his pistols. Then shouting "Goodbye" and putting spurs to' his horse he dashed at a furious pace across the plain between the British and French lines. His comrades followed him with their glasses, not speaking a word. The Frenchmen opposite seemed puzzled. Believing that the Englishman's horse had bolted and that the rider had lost control of him they opened their ranks to let the runaway through.

Halkett steered his steed so as to graze the mounted general on the right side. At the instant he put his arm around the Frenchman's waist, lifted him bodily out of the saddle and, throwing him over his own horse's neck, turned sharp and made for the English lines. When the general's staff realized the meaning of the bold rider they dashed after bim, but he had a good start, and not a Frenchman dared to fire for fear of killing the general.

Half a squad of English dragoons, seeing Halkett chased by a dozen French officers, charged them. They opened their ranks to let Halkett through, closed them up again the moment he was in the rear, and then forced the Frenchmen to turn swiftly and seek shelter under their own guns. Amid the maddest cheering Halkett stopped in front of the British lines, with the general half dead, but securely clasped in his strong arms. He jumped from his horse, apologized to the prisoner for the uncermonions way in which he had been handled, and, in reply to the congratulations of his comrades, said simply: "Praise my borse, not me." The captured general was treated with the utmost cour-

tesy and consideration.

THE HAUNTED OAK, In Its Shadows a Terrible Tragedy of the War Was Enacted. Atlanta Constitution

Near New Holland, Ga., there is a little swamp near the road. At its edge stands a large white oak tree. Years ago this spot was often pointed out as the scene of the murder of thirteen men, and the place bore the reputation of being haunted. It was said the rattling of chains and groons and prayers for mercy could be distinctly heard in the night by passers-by. No one ever stopped to investigate, as we can testify from personal experience, having heard the groans some fourteen years ago, and having also done some of the most distinguished traveling in all our eventful career. But to the story: Howard Thompson was a witness to the killing, which occurred in 1863, he being about ten years old at the time. The killing was done by Bob and Ben Jordan, of Pickens county, and the mordered men were deserters, who had been ar-

rested in Gilmer county. While the Jordan boys were in the confederate army a crowd of deserters visited the house of their father, assaulting their sister and the wife of Bob Jordan and carried their father, who was about seventy years old through the mountains, a distance of sixty miles, and subjected him to many shocking cruelties. Then the Jordan boys returned home and began their record of killing. Every man known to be a deserter or skulker became the victim of their unerring rifles. Bob kept a list of the names and dates in a small book. He was pursued one day, and in crossing a river lost his book. It contained 125 names. After that he kept no record. This was before

the killing near Gainesville. Bob and Ben Jordan became recruiting officers and arrested twenty-six men in Gilmer county and started with them to the front. On the way two escaped and twenty-four were lodged in Gainesville jail. Next morning the Jerdans picked out twelve inspect the splendid ship in which they | whom they had the best reason to believe GENERAL ORDER NO. 3.

- CAMP -Bingham & Walk,

12 E. WASHINGTON ST.

JULY 6, 1891.

GREAT SUCCESS:-The Souvenir Spoon all the go. Twenty-two (22) pounds received July 3, and

Eighteen (18) pounds July 4. Be sure and see these goods before leaving our city, and take a memento of the occasion to those left behind.

All visitors invited to call and see the Diamond Ring offered by the Sentinel to the most popular sponsor at the Encampment. Also to see the choice line of goods we carry.

Leading Jewelers.

General agents Patek, Philippe & Co. and Vacheron & Constantin's Celebrated Swiss Watches.

had been implicated in the outrages upon their family, and chained them together and marched them to this white oak tree on the New Holland road. They stood them up in a row and Bob Jordan marched slowly along the line with a large army pistol and shot them with his own hand, one at a time. Some fell on their knees and prayed, while others looked their slayer straight in the face and died with an oath on their lips. Among the number was a fragile boy about fifteen, who was chained to a very large man. The boy was shot first, and the man supported him in a standing posture until he himself was shot, when they fell to the ground together.

These twelve men were hastily buried in a trench dug upon the spot, but after the war they were exhumed by the federal authorities and removed to the National Cemetery at Chattanooga

After the war Bob Jordan was shot to death in Florida by a weak, sickly young man upon whom he was imposing. Ben was stabbed to death in a bar-room in The spot where the killing occurred is now in cultivation, but the old tree still re-

mains. The land is part of the tract which Tom Daniel bought about two years ago for \$1,800 and sold a few days ago for \$6,000.

No Chance for Him. "Poor man, and can't you get work?" said the sympathetic woman.

"No. mum." replied Raggles, "I've ast at seventeen places. "What is your work?"
"I'm a bearded lady, mum."

Mugwumps Have Cause for Offense. Philadelphia Inquirer. Providence having irrigated a considerable portion of a California desert, the mugwump press editors are expected to withdraw from the church at this exhibi-

tion of paternal government.

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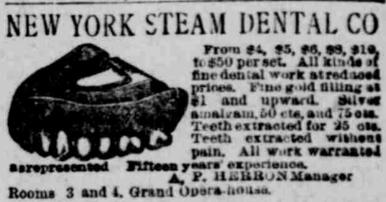


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